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MINISTRY OF TRANSPORT ORDERS
NEW AIR CUSHION VEHICLE

For release March 17, 1972

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March 17, 1972.MINISTRY OF TRANSPORT ORDERS NEW AIR CUSHION VEHICLE

OTTAWA - The Ministry of Transport has placed an order for the second production model of the 25-ton payload air cushion vehicle known as the "Voyageur" Transport Minister Don Jamieson announced today.

The vehicle, scheduled for delivery this Spring and costing \$1,114,400, is to be assigned to a variety of special tasks in areas ranging from the Great Lakes to remote Northwestern Canada.

The development of this new type of air cushion vehicle is a joint venture between the Department of Industry, Trade and Commerce and Bell Aerospace of Canada under the aegis of the Program for Advancement of Industrial Technology for the development of new technology in Canada. The work between MOT and Industry, Trade and Commerce is an excellent example of interdepartmental cooperation. The Canadian Government investment in the industry through PAIT, affirmed by this Transport Ministry purchase, is also an expression of the Ministry's leadership in a new transportation technology as well as an expression of Government confidence in a new major Canadian manufactured vehicle.

The first craft produced, equipped with two General Electric LM100 engines, made its first flight last November and is at present

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Order No.: 4/72
Price: \$114,400
Acc. No.: E. Peterson

undergoing its Government certification at Toronto Island. The second craft, which is the basic production model, is equipped with the Twin Pac ST6 United Aircraft of Canada engines is due to roll out at the end of this month. This is the first ACV specifically designed for the Arctic Environment, although it is suitable for use in all climatic conditions. The Voyageur is basically a self-propelled cargo deck which rides on a cushion of air. It is thus able to traverse water, land, snow, ice or marshy areas. The overall dimensions of the craft are 65 feet by 36 feet, and the craft is unique in that it is based on a simple flat bed configuration of modular units that permit it to be transported by air in the C130 freighter in three loads, and by rail, road or sea. The Voyageur has a maximum over-water speed of 50 MPH with a nominal payload capacity of 20 tons, plus five tons of fuel with a trade-off potential between the two.

Operated initially by the Northern Transportation Company Limited, under contract with the Transportation Development Agency of the Ministry of Transport, the craft will be operated in roles which will include maintenance of aids to navigation. It will also be used for logistical re-supply in the Arctic, and for search and rescue operations, freighting roles in special areas and various tasks for other government departments.

The craft will also be available on a commercial basis for limited periods to demonstrate this new technology to the petroleum industry in resource development schemes. After one year, this particular model of the Voyageur will replace some of the older conventional surface vessels in the Western Arctic with the Canadian Coast Guard.

Bell Aerospace of Canada manufactured the Voyager at its plant at Grand Bend, Ontario. The Voyager combines the proven technology of previous air cushion vehicles with several innovative concepts in craft design and manufacture. The development of the Voyager places Canada among the leaders in air cushion vehicle manufacture, and high hopes are being expressed for the export potential of the craft.

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